

# **BookletChart<sup>TM</sup>**

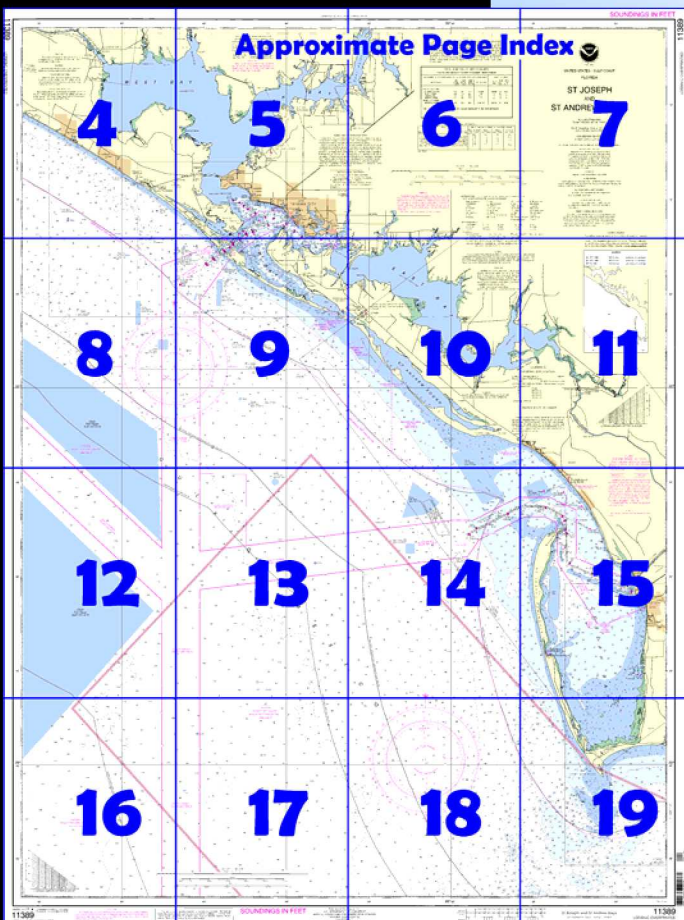
## ***St Joseph And St Andrews Bays***

(NOAA Chart 11389)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

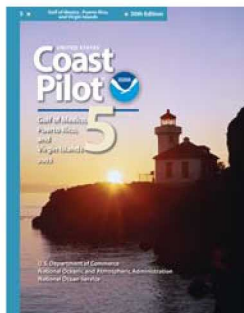
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 5, Chapter 6 excerpts]**

(114) **St. Joseph Bay**, which extends 12 miles N of Cape San Blas, is separated from the Gulf by **St. Joseph Peninsula (St. Joseph Spit)** a long, narrow strip of land and sand hills, wooded in places, that curves NNW from the cape. St. Joseph Bay, recognized as one of the best harbors on the Gulf, is easily entered by vessels with drafts to 25 feet except during periods of very severe weather such as hurricanes. **St. Joseph Bay Entrance Lighted Buoy 2** marks the entrance.

(115) **Port St. Joe** is on the E shore of St. Joseph Bay. A large papermill on the waterfront and two chemical plants on Gulf County Canal furnish the main industry for the town. Waterborne commerce consists mainly of paper, marine supplies, petroleum products, and chemical products.

(117) **Prominent features.** The stack and buildings of the papermill and the chemical plant are the most prominent objects visible from the Gulf. Several water tanks are conspicuous at a closer distance inshore.

(120) A fish haven with an authorized minimum depth of 34 feet is close off the SE side of the entrance to the Port St. Joe Safety Fairway.

(122) **Channels.** From the Gulf, the dredged channel leads across 18-foot shoals to the deeper water inside. Federal project depths are 37 feet to a point about 0.5 mile N of St. Joseph Point, thence 35 feet to Harbor Channel and to a turning basin immediately to the W, thence 35 feet to South Channel, thence 27 feet in South Channel; project depth in the turning basin is 32 feet. A shoal tends to build E from the extremity of St. Joseph Point into the W side of the entrance channel. South Channel is no longer maintained.

(123) The channels, except for South Channel, are marked by lights and buoys; lighted ranges mark the entrance channel and North Channel. Port St. Joe Entrance Channel lighted range on top of the papermill is often difficult to see because of the steam from the mill.

(124) A swash channel with a depth of 14 feet follows the shore of **St. Joseph Point** at a distance of 0.2 mile and passes between the shore and a shoal that has a depth of about 8 feet. The channel is subject to frequent changes and should be used only with local knowledge.

(125) **Gulf County Canal**, provides a connection between St. Joseph Bay and the Intracoastal Waterway. The canal has a Federal project depth of 12 feet. Near the bay entrance the canal is crossed by a fixed bridge with a clearance of 75 feet. Overhead power cables crossing the canal at Highland View and about 1.4 miles above the mouth have a minimum clearance of 85 feet.

(126) **Anchorage. Vessels should anchor in Port St. Joe Anchorages, N and S of the Safety Fairway leading to the entrance channel.**

Depths of 24 to 37 feet with hard sand or hard mud bottom are available throughout most of the interior part of the bay. The S third of the bay, a shelf along the sides, and several spoil areas along the entrance channel and along the E side of St. Joseph Peninsula are shoal. Shoaling to 11 feet is close N of South Channel centered in about 29°48'37"N., 85°19'43"W.

**Explosives anchorages** are in St. Joseph Bay. See latest editions of charts for controlling depths.

(127) In St. Joseph Bay, the diurnal range of **tide** is about 1.4 feet.

(128) **Currents.** Strong and erratic crosscurrents are reported at the entrance to St. Joseph Bay NE of St. Joseph Point. These currents are reported to be particularly strong during the ebb. Caution is advised when entering the bay.

(138) **Small-craft facilities.** A boat basin on the N bank of the Gulf County Canal just NE of the highway bridge provides berths, gasoline, diesel fuel, water, ice, and marine supplies.

(140) **Bell Shoal** is the broken ground NW of the entrance channel making off from St. Andrew Point, 6.5 miles NW of St. Joseph Point.

(142) **Crooked Island** is a narrow island extending 7 miles NW from St. Andrew Point. The island encloses **St. Andrew Sound**, a shallow, unimportant body of water.

(198) **East Bay** an arm of St. Andrew Bay, extends in a general ESE direction for about 18 miles. The several small towns on East Bay are of little commercial importance.

(199) **West Bay**, the NW arm of St. Andrew Bay, is generally free from dangers except for several oyster bars with depths of 5 to 8 feet over them. A small island, created by the dredging of the new Port Authority Terminal, is off Dyers Point; the island is marked by a light.

(200) **Panama City Beach, Long Beach Resort, Edgewater Gulf Beach, Florida Beach, Gulf Resort Beach, and Laguna Beach** are sections of the residential and resort areas. **St. Andrews State Park** is on both sides of the dredged cut of the main ship channel in St. Andrew Bay entrance.

# Table of Selected Chart Notes

Corrected through NM Jul. 23/05  
Corrected through LNM Jul. 19/05

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:80,000 at Lat. 29°56'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.742" northward and 0.278" eastward to agree with this chart.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## NOTE D

Port St Joe is in the Eastern Standard Time Zone.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOTE C

St Andrew Bay east entrance channel is constantly shifting. Use new channel 7 miles northwest.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Panama City, FL	KGG-67	162.55 MHz
East Point, FL	WWF-86	162.50 MHz

## INTRACOASTAL WATERWAY

Use charts 11385, 11390 and 11393

The project depth is 12 feet from Carrabelle, Florida to New Orleans, Louisiana.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL

7980.....79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 7980-W

## RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

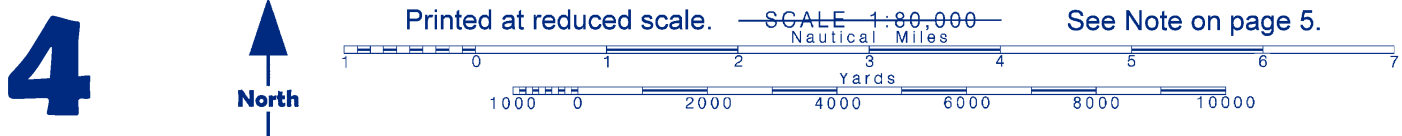
## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.





40°

35°

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Panama City, FL KGG-67 162.55 MHz  
East Point, FL WWF-86 162.50 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Within the 12-n  
some Federal law  
outer limit of the te  
limit of the other la  
of Florida, Texas, a  
most cases the in  
jurisdiction of the  
mile Exclusive E  
Unless fixed by tre  
to modification.

TABULATED
CONTROLLING DEPTHS FROM
NAME OF CHANNEL
PORT ST. JOE HARBOR
ENTRANCE CHANNEL
NORTH CHANNEL
TURNING BASIN
HARBOR CHANNEL
PANAMA CITY HARBOR
ENTRANCE CHANNEL
A. EXCEPT FOR SHOALING TO 20
B. EXCEPT FOR SHOALING TO 1.5
NOTE - CONSULT THE CORPS

Name  
Port Saint Joe, St. Jos  
St. Andrew Bay, Channel Entr  
Panama City  
Farmdale, East Bay  
Lynn Haven, North Bay  
West Bay Creek  
(Jun 2005)

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## INTRACOASTAL WATERWAY

Use charts 11385, 11390 and 11393

The project depth is 12 feet from Carrabelle, Florida to New Orleans, Louisiana.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

- R TRS
- (WDLP) 590 kHz

## NOTE A

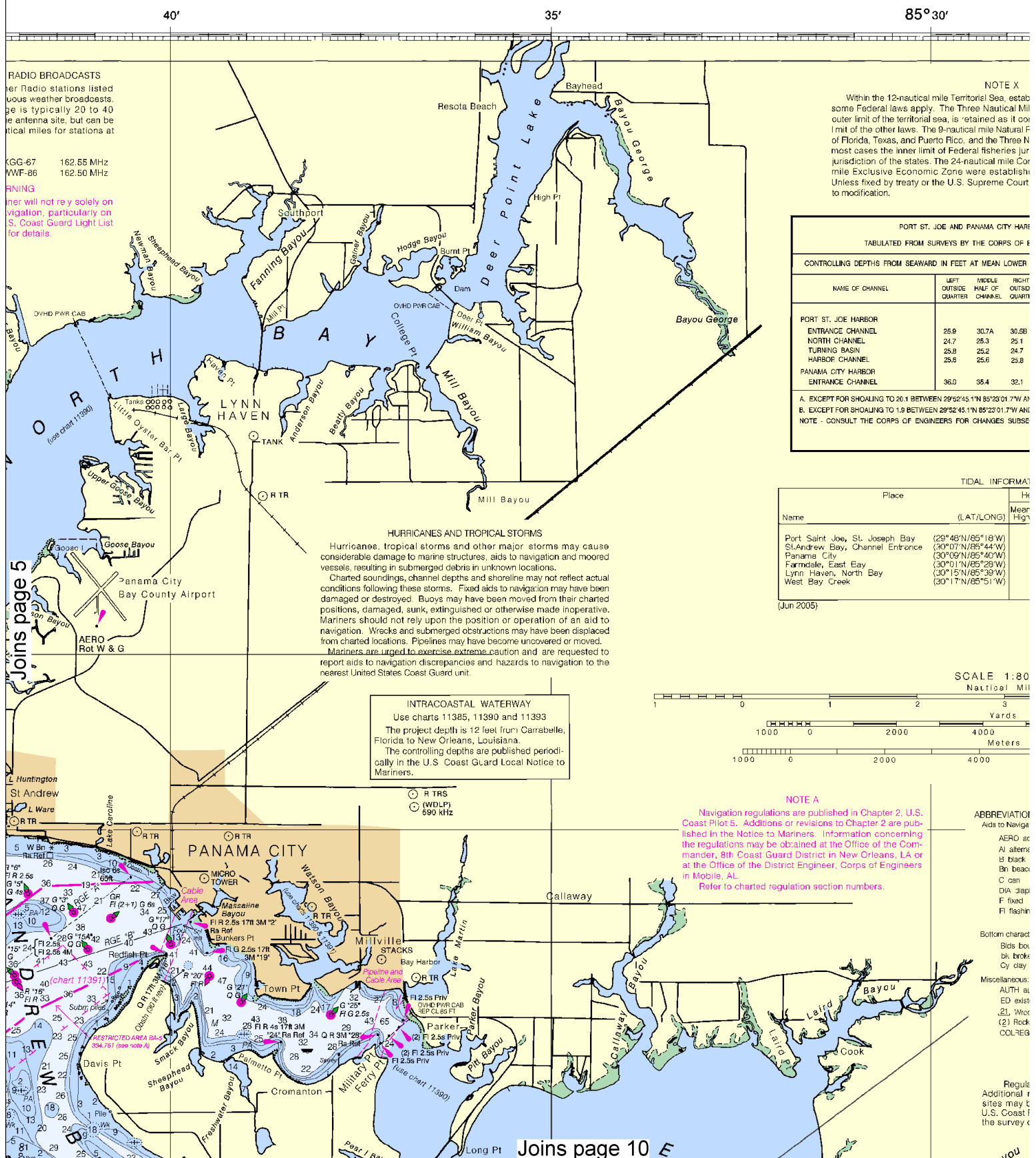
Navigation regulations are published in Chapter 2, Coast Pilot 5. Additions or revisions to Chapter 2 are listed in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5



6

North

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



25'

20'

abished by Presidential Proclamation, Mile Line, previously identified as the continues to depict the jurisdictional il Resource Boundary off the Gulf coast i Nautical Mile Line elsewhere remain in jurisdiction and the outer limit of the Contiguous Zone and the 200-nautical shed by Presidential Proclamation. rt, these maritime limits are subject



UNITED STATES - GULF COAST  
FLORIDA

ST JOSEPH  
AND  
ST ANDREWS BAYS

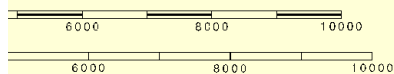
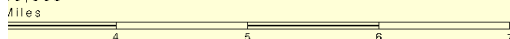
HARBOR CHANNEL DEPTHS				
F. ENGINEERS - REPORT OF OCT 2008				
DEPT LOW WATER (MLLW)		PROJECT DIMENSIONS		
2HT SIDE WATER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SB	5,6,7-09	300-500	9.2	35-37
1	5-09	300	4.7	35
7	5-09	650	0.3	32
8	5-09	250	0.3	35
1	4,9-09	450-300	1.5	36-36

1 AND 29°52'27.3"N 85°23'01.1"W  
AND 29°52'27.3"N 85°23'01.1"W  
IS EQUIT TO THE ABOVE INFORMATION

#### NOTATION

Height referred to datum of soundings (MLLW)				
Mean Higher Water	Mean High Water	Mean Low Water	Extreme Low Water	
feet	feet	feet	feet	
1.4	--:--	--:--	-2.0	
1.3	1.3	0.1	--:--	
1.3	1.3	0.1	--:--	
1.6	1.4	0.1	--:--	
1.6	--:--	--:--	-2.0	
1.5	--:--	--:--	-2.0	

10,000



IONS (For complete list of Symbols and Abbreviations, see Chart No. 1)  
igation (lights are white unless otherwise indicated):

acronautical	G green	Mc morse code	R TR radio tower
minating	IQ interrupted quick	N nun	Rot rotating
sk	iso isophase	OBSC obscured	s seconds
acon	LT HO lighthouse	Oc occulting	SEC sector
	M nautical mile	Or orange	St M statute miles
aphone	m minutes	Q quick	VQ very quick
d	MICRO TR microwave tower	R red	W white
hing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R 3n radiobeacon	Y yellow

acteristics:  
boulders Co coral gy gray Cys oysters so soft  
oken G gravel h hard Rkr rock Sh shells  
ay Grs grass M mud S sand sy sticky

us:  
authorized Obstr obstruction PD position doubtful Subm submerged  
distance doubtful PA position approximate Rep reported  
rock, rock, obstruction, or shoal swept clear to the depth indicated.  
ocks that cover and uncover, with heights in feet above datum of soundings.  
EGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

#### NOTE S

ulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229.  
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st Pilots appendix for addresses of EPA offices. Dumping subsequent to  
y dates may have reduced the depths shown.

#### CAUTION

Limitations on the use of radio signals are

Mercator Projection  
Scale 1:80,000 at Lat. 29°56'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.742" northward and 0.278" eastward to agree with this chart.

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### PRINT-ON-DEMAND CHARTS

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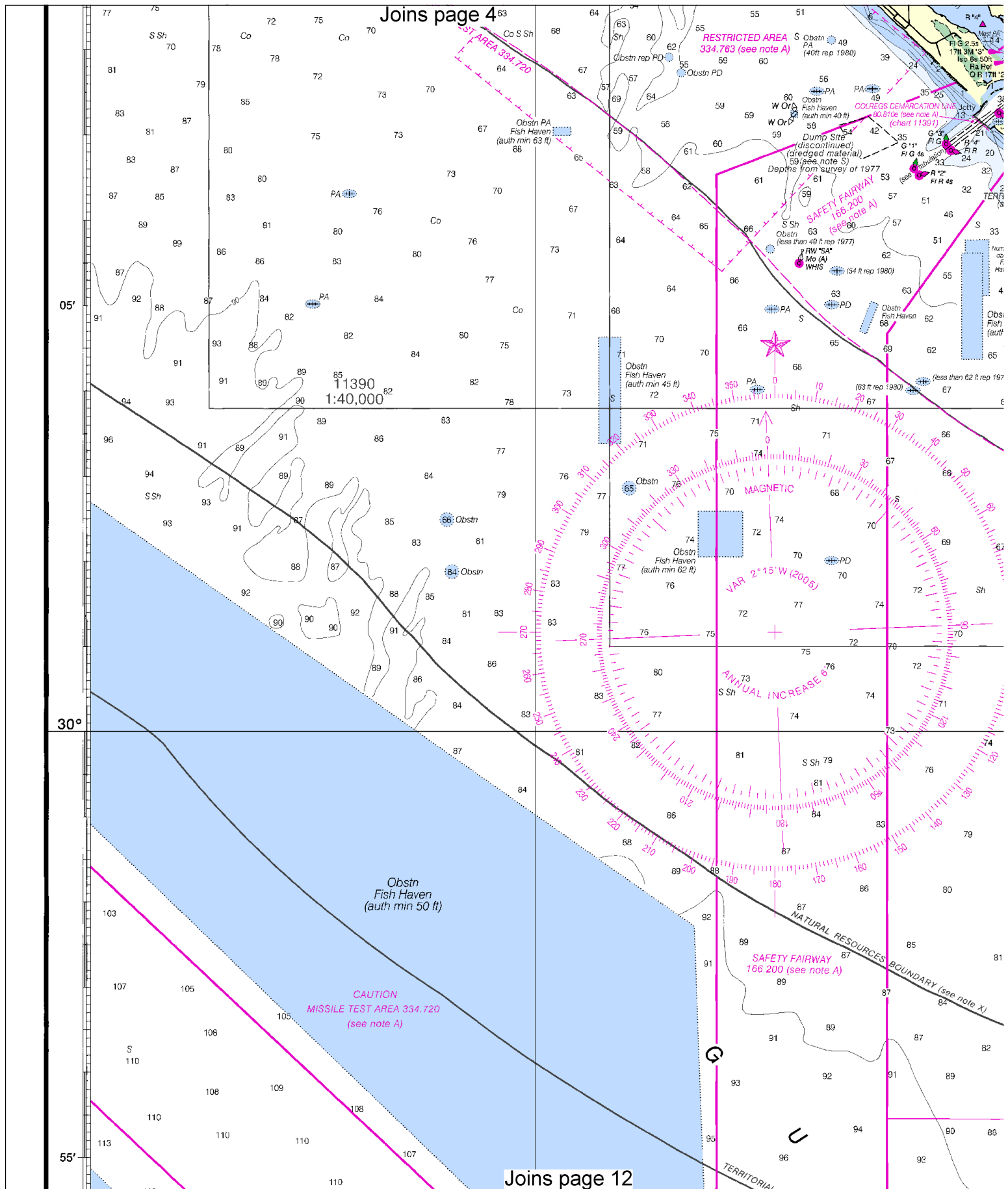
#### SOURCE DIAGRAM

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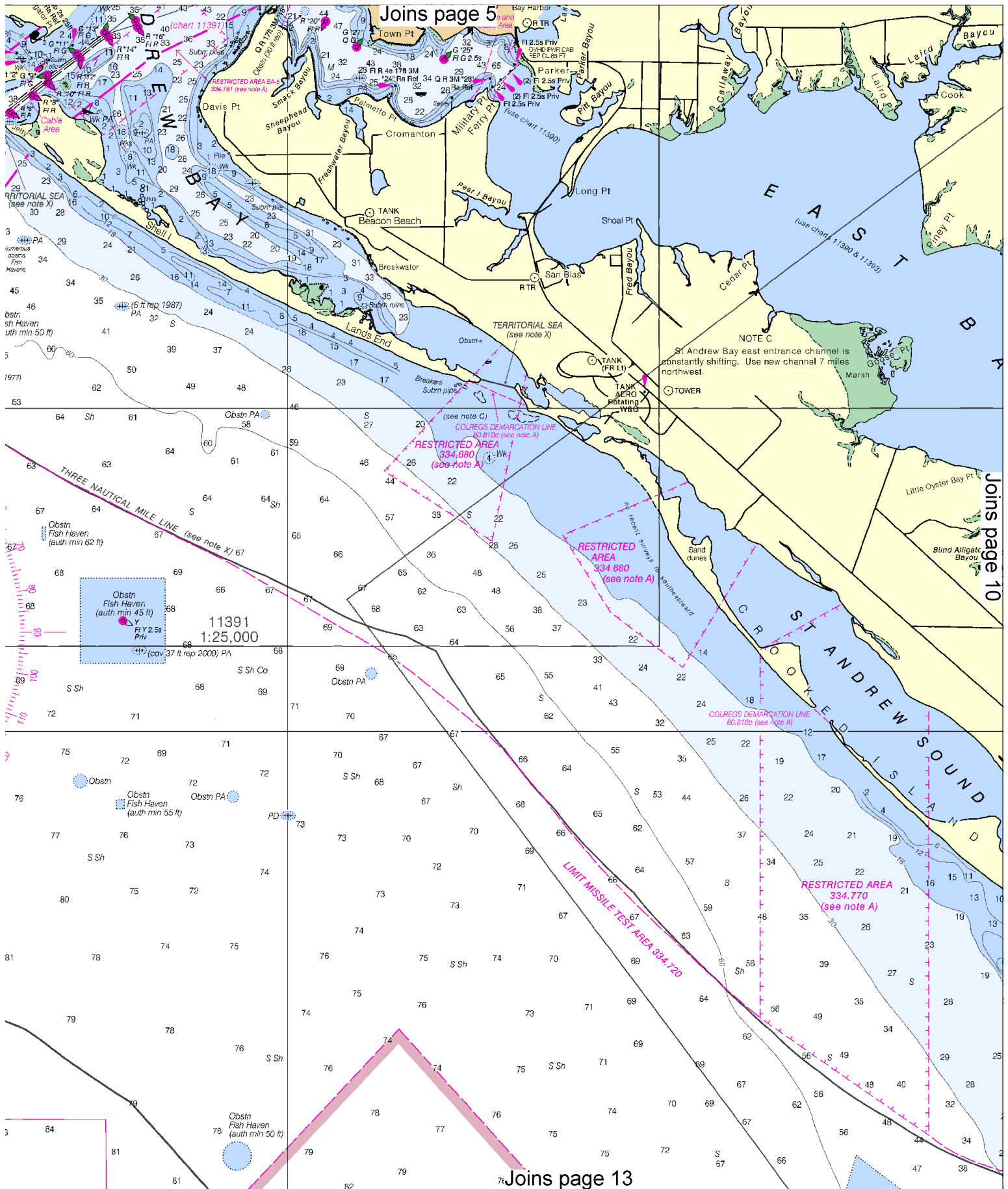
#### SOURCE

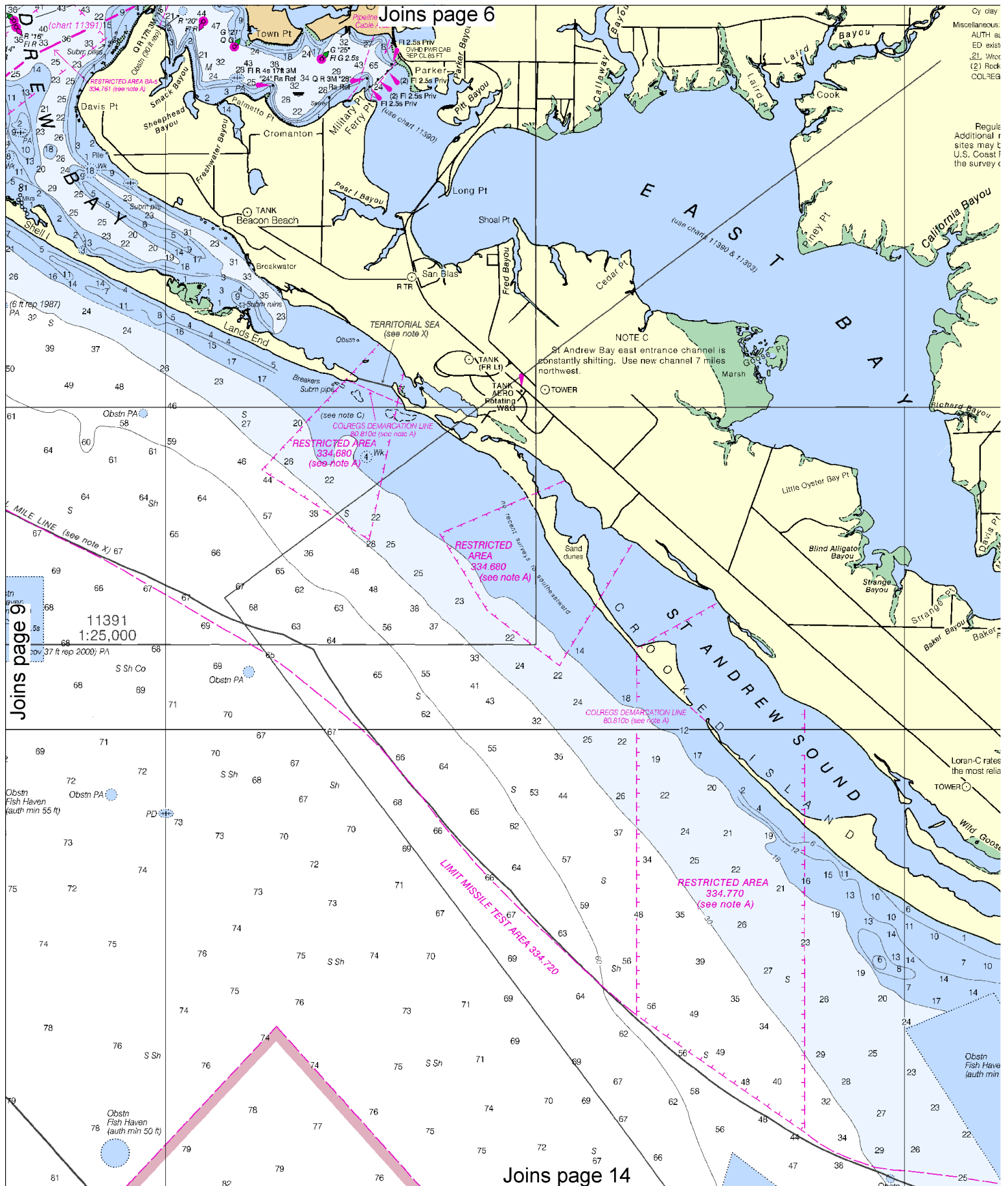
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

Joins page 11









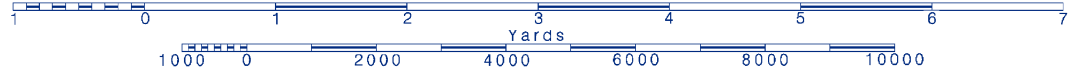
10



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



by Grs grass M mud S sand sy sticky

US: authorized Obstrn obstruction PD position doubtful Subm submerged  
 distance doubtful PA position approximate Rep reported

rock, rock, obstruction, or shoal swept clear to the depth indicated.  
 rocks that cover and uncover, with heights in feet above datum of soundings.

EGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: — — — — —

## Joins page 7

### SOURCE DIAGRAM

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### SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



### NOTE S

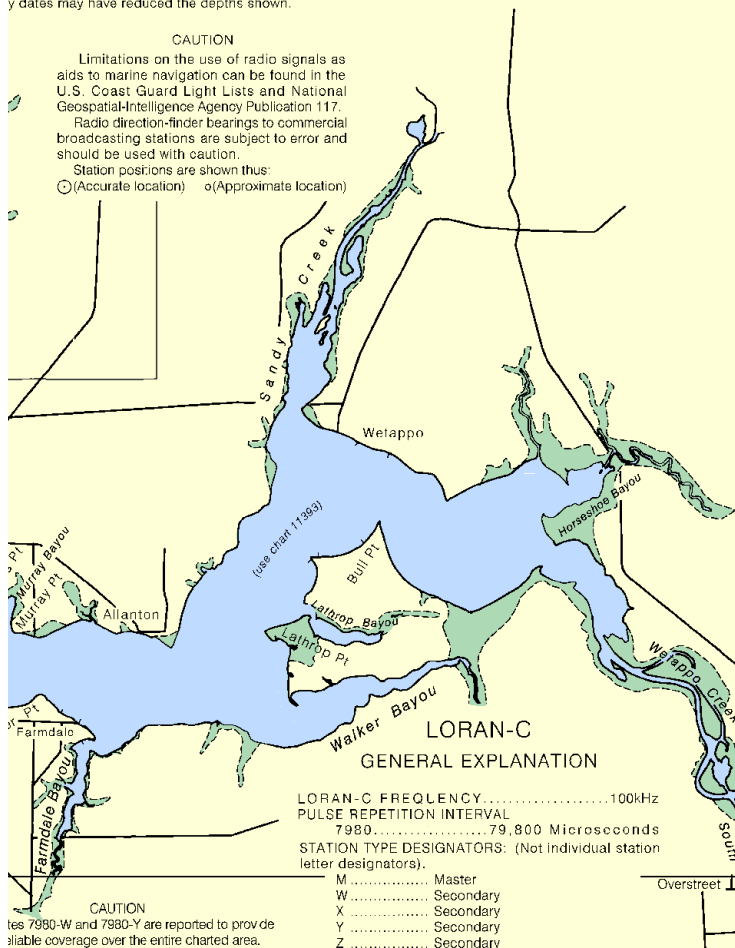
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 Information concerning the regulations and requirements for use of the  
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 y dates may have reduced the depths shown.

### CAUTION

Limitations on the use of radio signals as  
 aids to marine navigation can be found in the  
 U.S. Coast Guard Light Lists and National  
 Geospatial-Intelligence Agency Publication 117.  
 Radio direction-finder bearings to commercial  
 broadcasting stations are subject to error and  
 should be used with caution.

Station positions are shown thus:

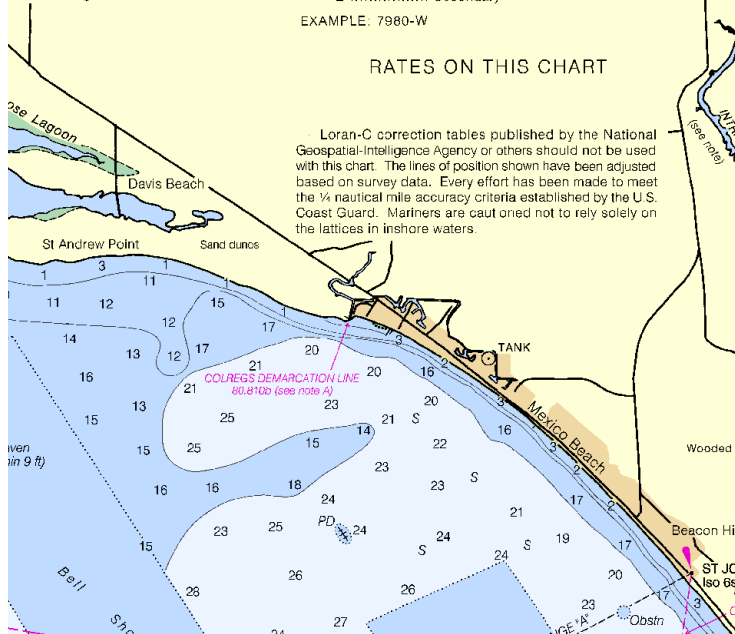
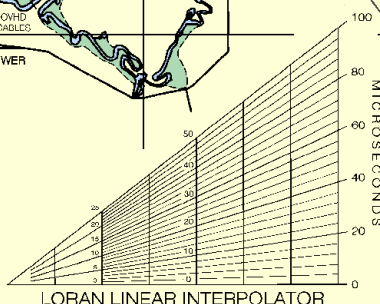
○ (Accurate location) ○ (Approximate location)



### RATES ON THIS CHART

Loran-C correction tables published by the National  
 Geospatial-Intelligence Agency or others should not be used  
 with this chart. The lines of position shown have been adjusted  
 based on survey data. Every effort has been made to meet  
 the 1/4 nautical mile accuracy criteria established by the U.S.  
 Coast Guard. Mariners are cautioned not to rely solely on  
 the lattices in inshore waters.

### LORAN LINEAR INTERPOLATOR



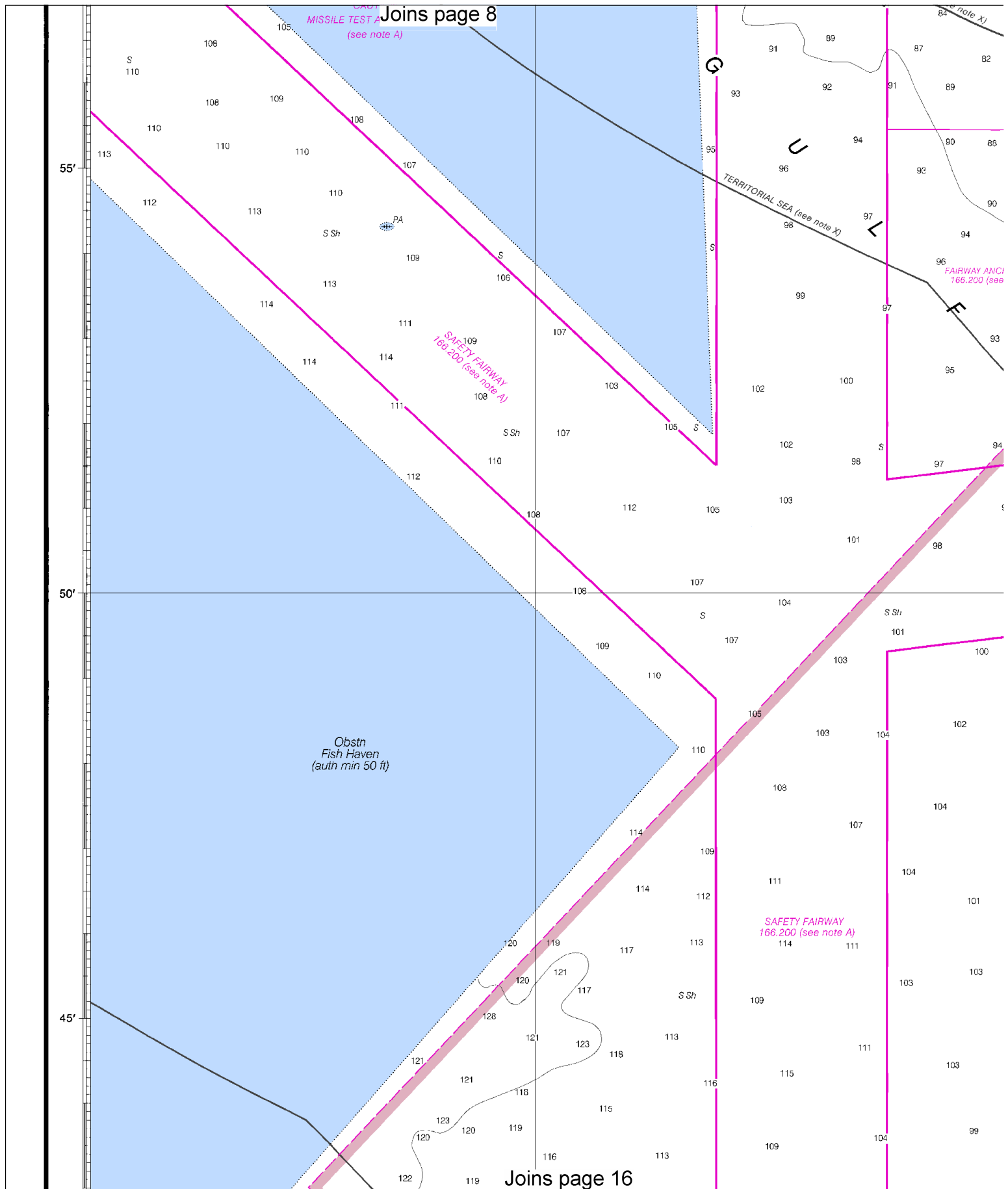
**CAUTION**  
 SUBMARINE PIPELINES AND CABLES  
 Charted submarine pipelines and submarine  
 cables and submarine pipeline and cable areas  
 are shown as:

— — — — — Pipeline Area  
 ~~~~~ Cable Area

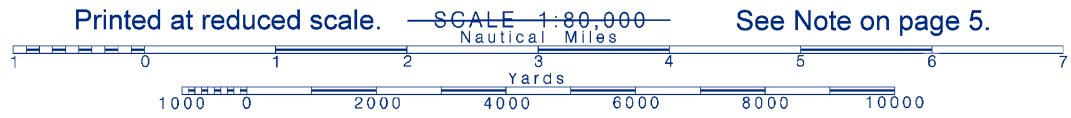
Additional uncharted submarine pipelines and  
 submarine cables may exist within the area of  
 this chart. Not all submarine pipelines and sub-  
 marine cables are required to be buried, and  
 those that were originally buried may have

Joins page 15



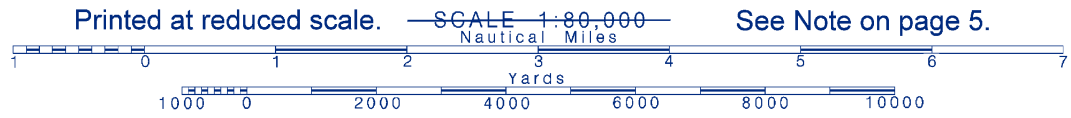
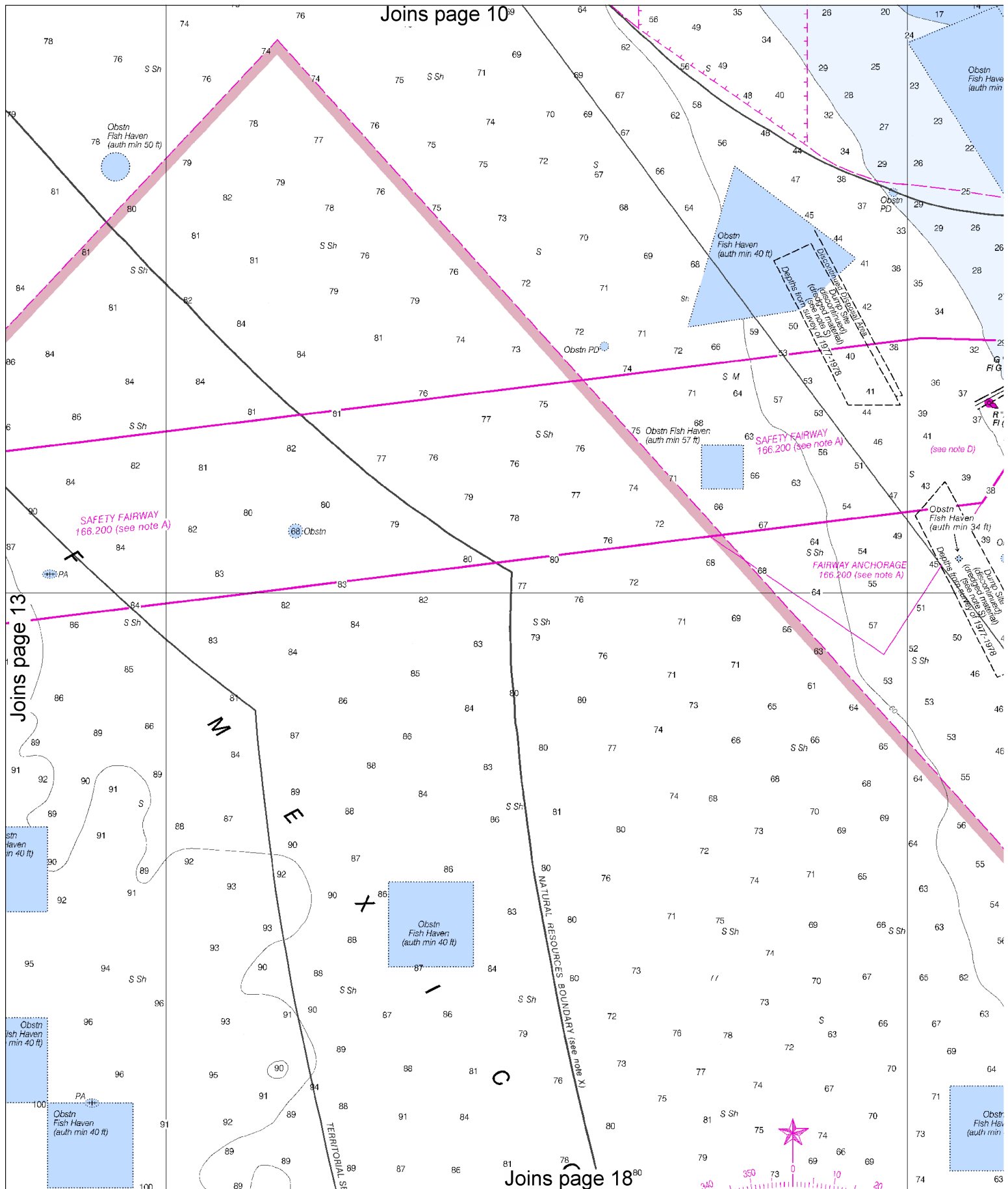


12



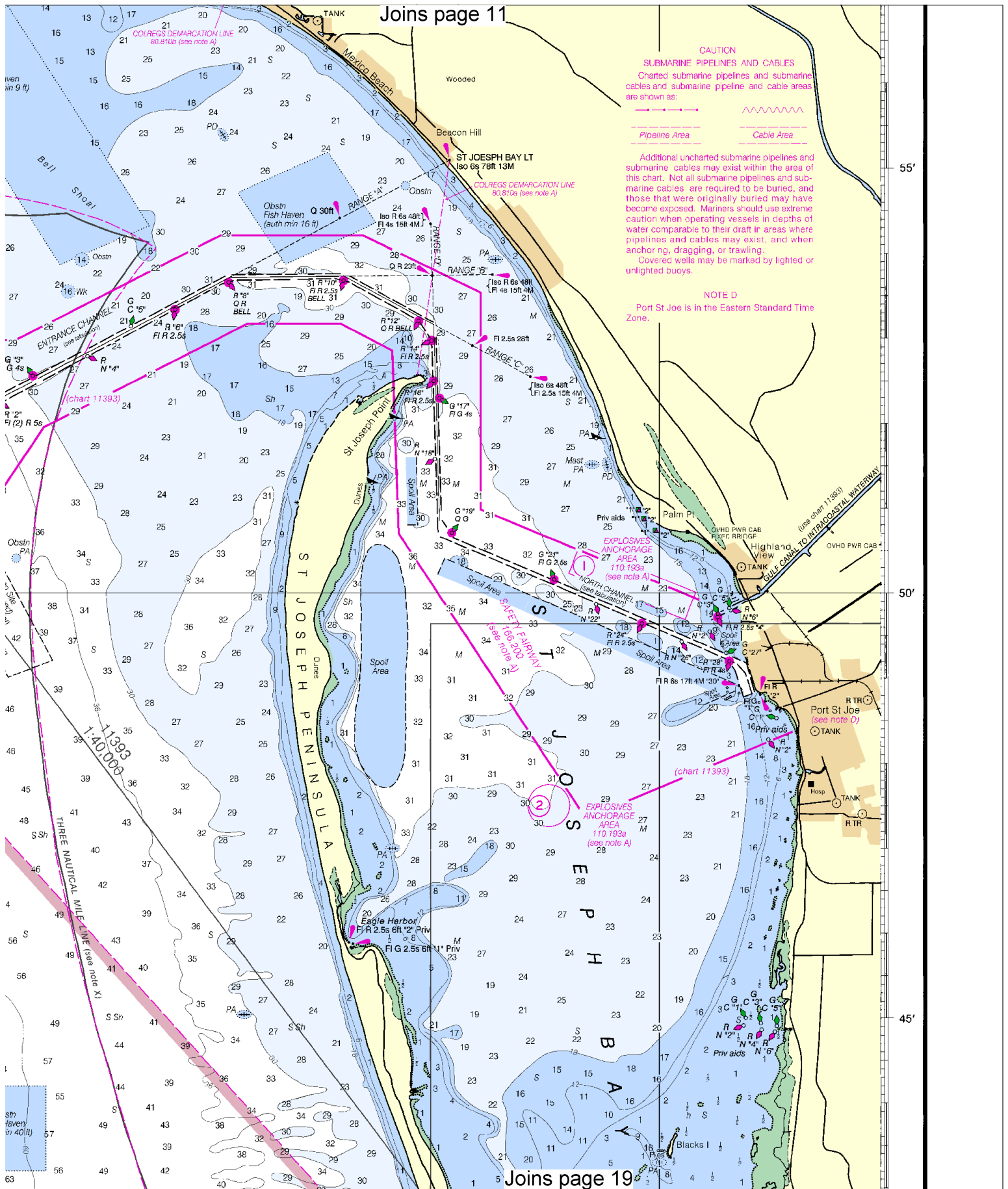
See Note on page 5.



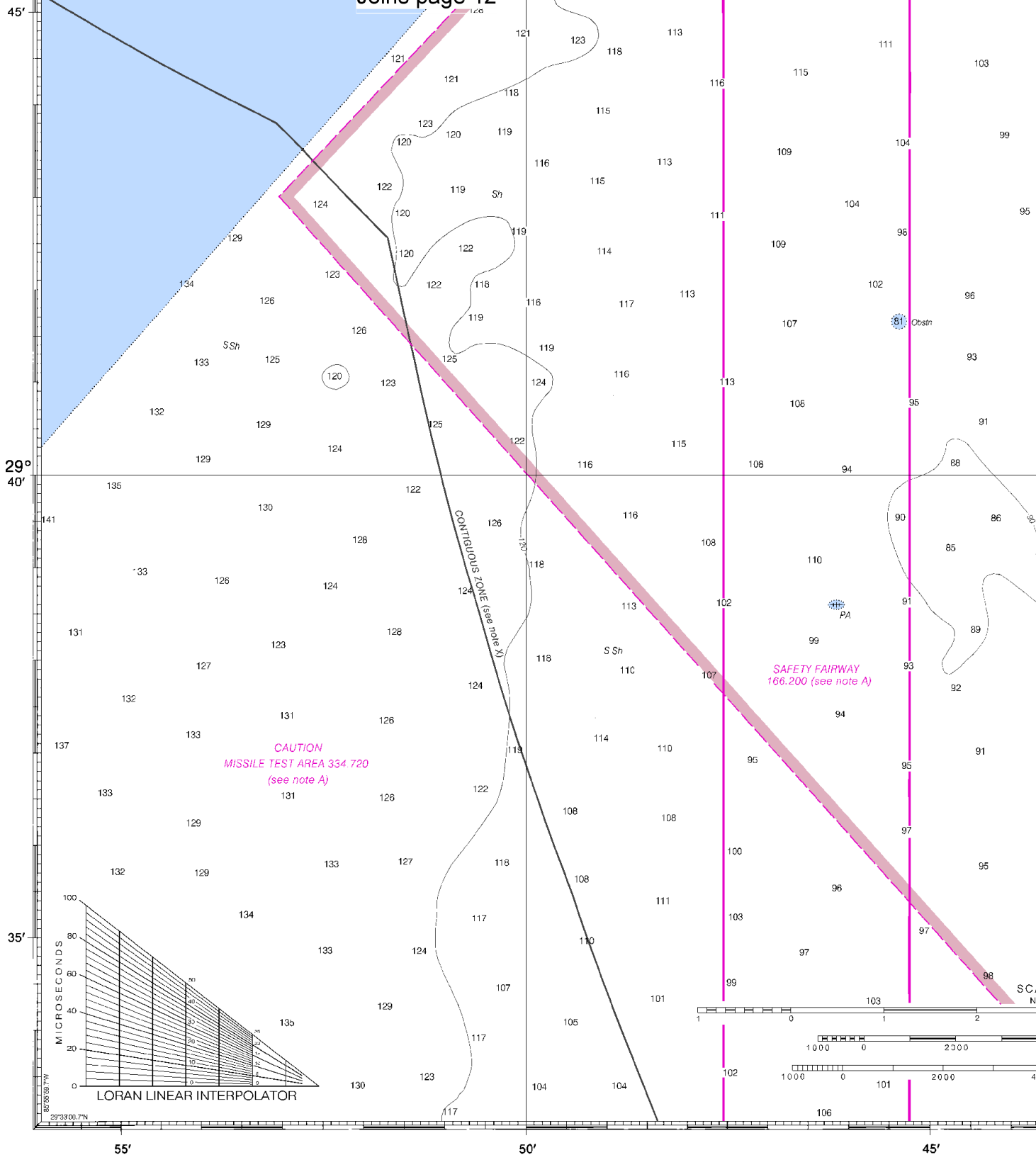


See Note on page 5.





Joins page 12



33rd Ed., Jul./05 ■ Corrected through NM Jul. 23/05  
Corrected through LNM Jul. 19/05

11389

LORAN-C OVERPRINTED

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

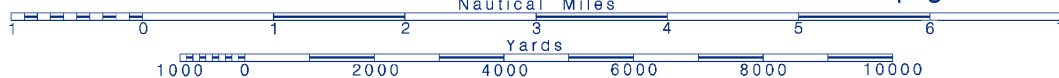
16



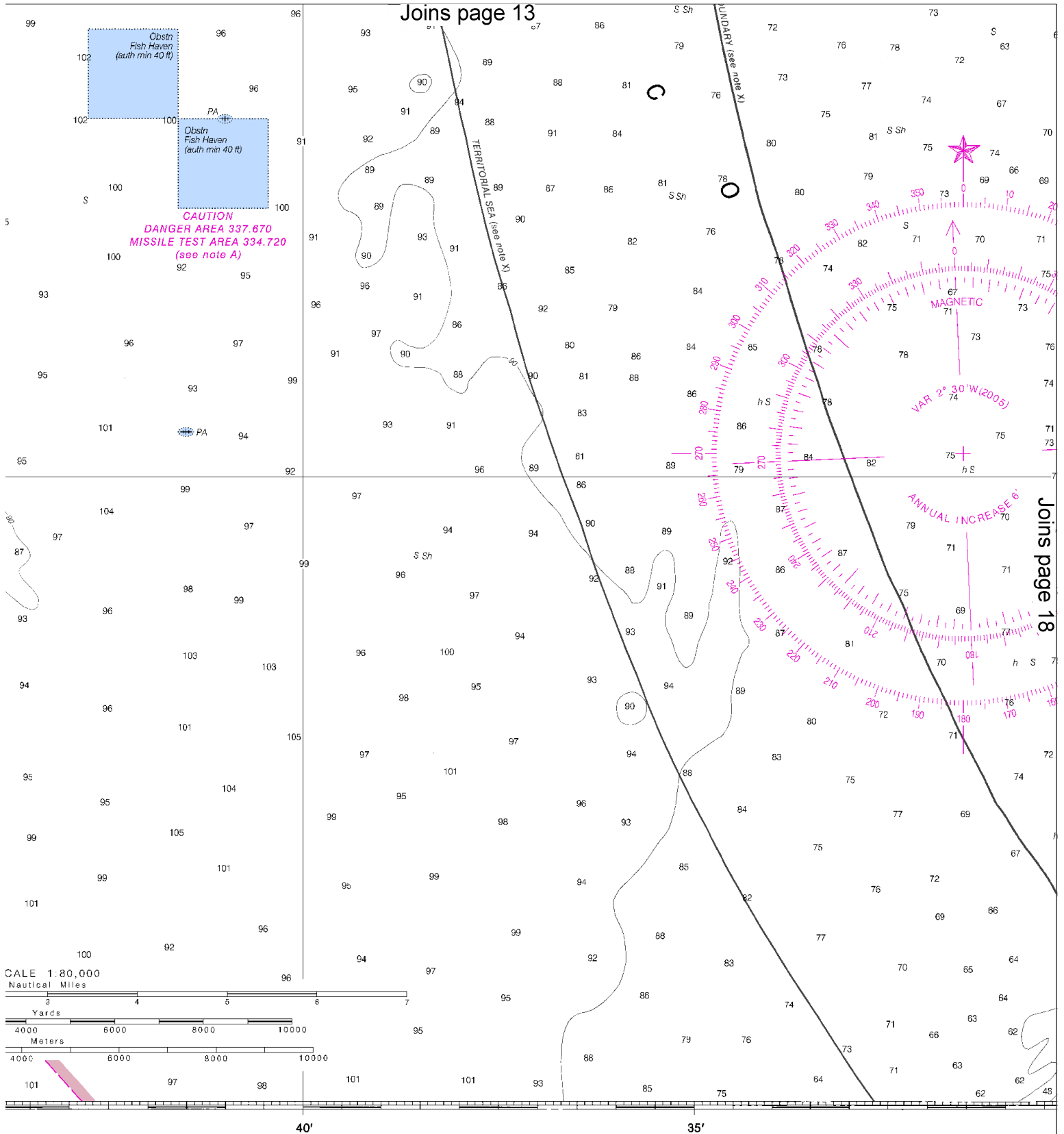
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 13



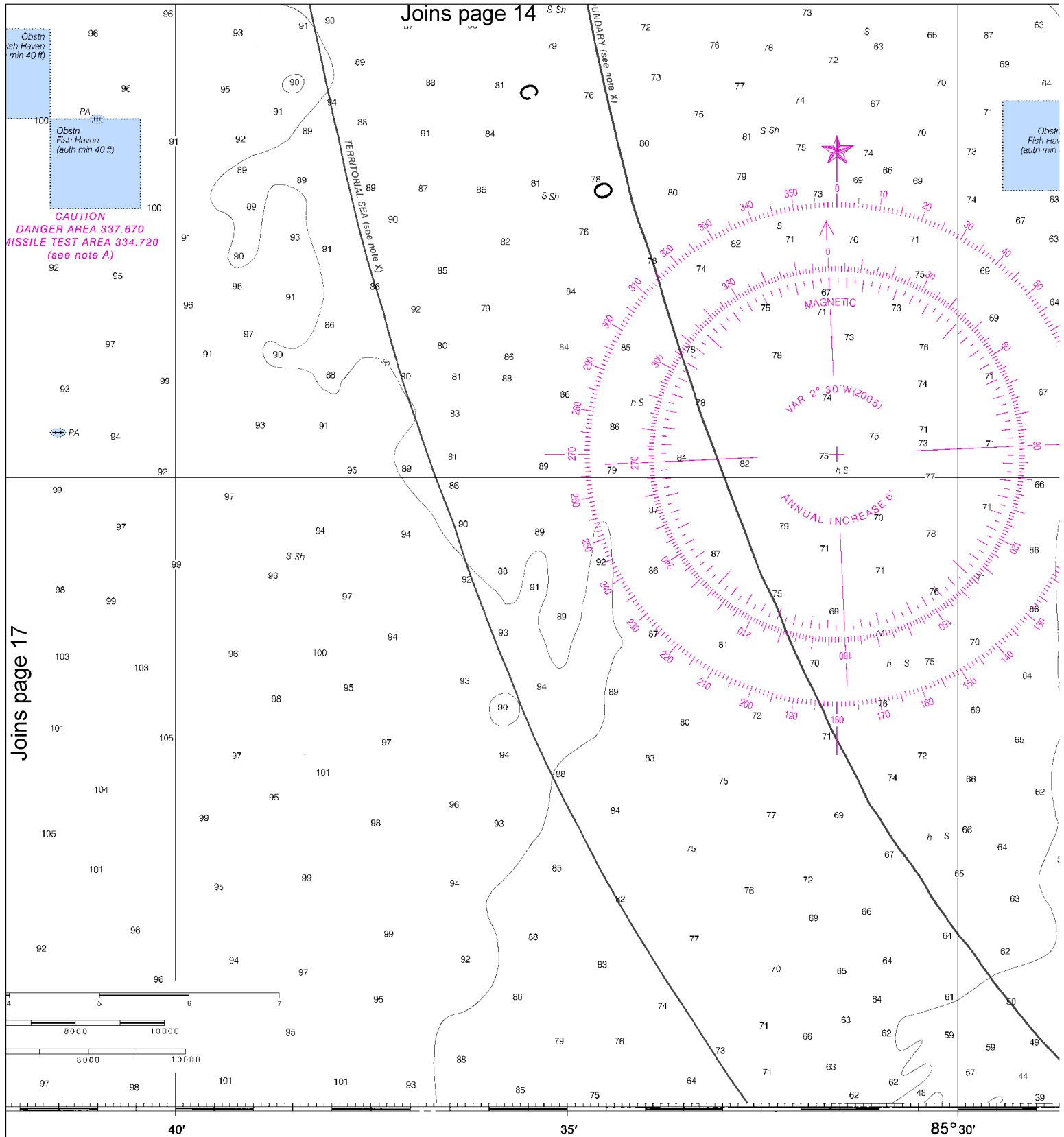
Joins page 18

National  
ents for  
Ocean

**SOUNDINGS IN FEET**

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





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NATIONAL OCEAN SERVICE  
COAST SURVEY

|         |     |
|---------|-----|
| FATHOMS | 1   |
| FEET    | 6   |
| METERS  | 1.1 |

18

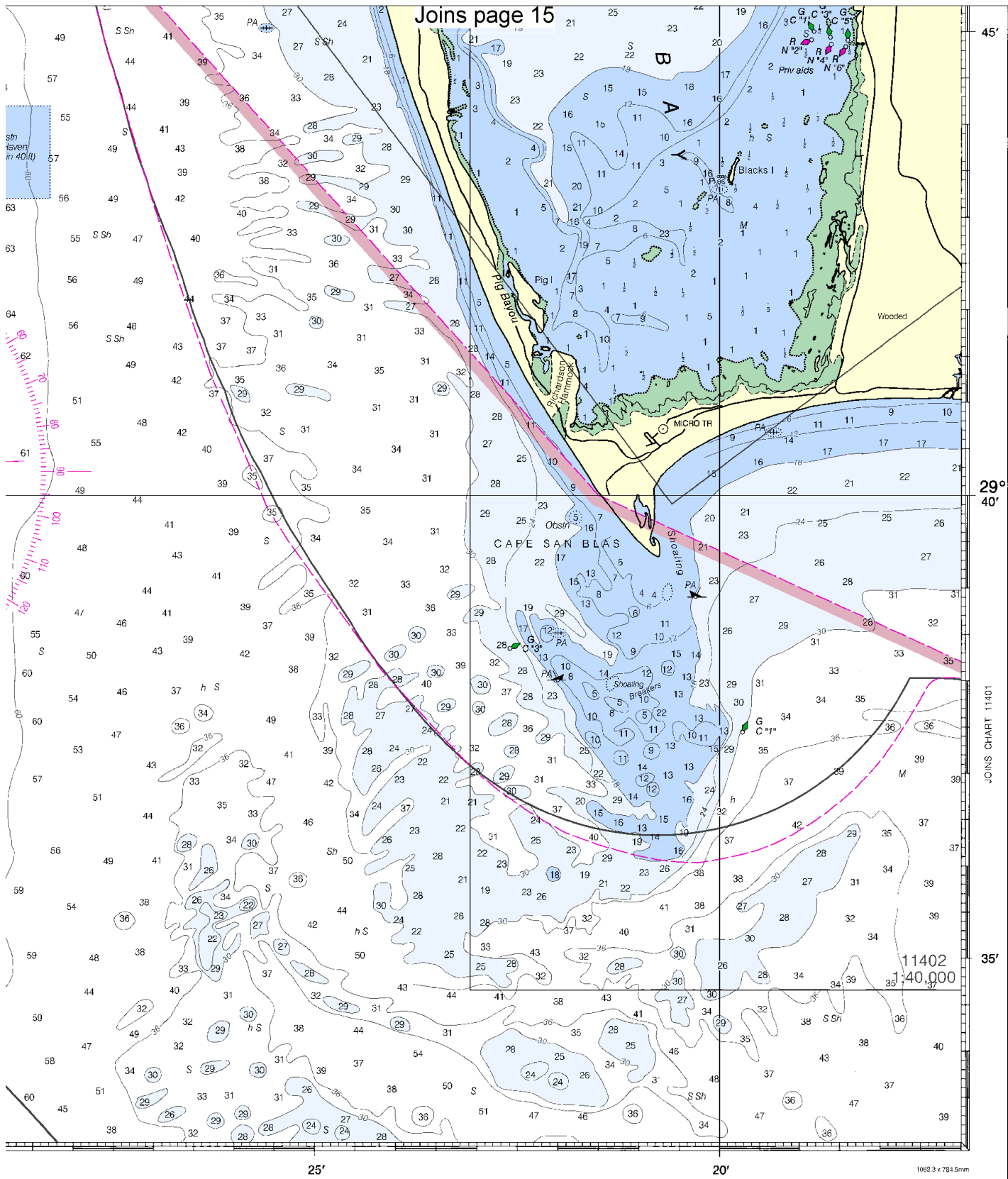


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





Joins page 15

45'

29° 40'

JOINS CHART 11401

35'

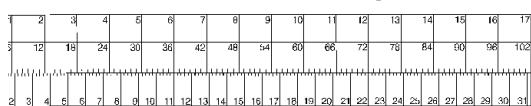
11402  
1:40,000



ED. NO. 33



NSN 7642014010136  
NGA REFERENCE NO. 11AHA11389



St Joseph and St Andrew Bays  
SOUNDINGS IN FEET - SCALE 1:80,000

**11389**  
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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Mobile** – 251-441-6211

**Coast Guard Panama City** – 850-234-2475

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).